

RECOMMENDATION TO APPROVE THE TRANSPORT PROGRAMME OF CAPITAL WORKS FOR THE 2017/2018 FINANCIAL YEAR
COUNCILLOR PETER HILLER, CABINET MEMBER FOR GROWTH, PLANNING, HOUSING AND ECONOMIC DEVELOPMENT
MARCH 2017
Deadline date: 31/03/2017

Cabinet portfolio holder:	Councillor Peter Hiller, Cabinet Member for Growth, Planning, Housing and Economic Development
Responsible Director:	Simon Machen, Corporate Director Growth and Regeneration
Is this a Key Decision?	YES If yes has it been included on the Forward Plan : Yes Unique Key decision Reference from Forward Plan : KEY/23JAN17/03
Is this decision eligible for call-in?	YES
Does this Public report have any annex that contains exempt information?	NO
Is this a project and if so has it been registered on Verto?	Once approved a programme will be created on Verto to monitor delivery of the three works programmes

RECOMMENDATIONS

The Cabinet Member is recommended to approve the 2017/18 Transport Programme of Works, as follows:

- The 2017/18 Integrated Transport Programme;
- The 2017/18 Highway Maintenance Programme; and
- The 2017/18 Bridge Maintenance Programme.

1. SUMMARY OF MAIN ISSUES

- 1.1 This report seeks approval from the Cabinet Member for Growth, Planning, Housing and Economic Development for the 2017/18 Transport Programme of Works.

2. PURPOSE OF THIS REPORT

- 2.1 This report is for the Cabinet Member for Growth, Planning, Housing and Economic Development to consider exercising delegated authority under paragraph 3.4.3 of Part 3 of the constitution in accordance with the terms of their portfolio at paragraph (b).

3. **TIMESCALE**

Is this a Major Policy Item/Statutory Plan?	NO	If Yes, date for relevant Cabinet Meeting	N/A
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4. **DETAILS OF DECISION REQUIRED**

- 4.1 The Department for Transport (DfT) calculates the allocation for Highways Maintenance Programme for each local authority using a need based formula. This is based on several factors including; total road length by classification and condition; the number of bridge structures and whether they require significant maintenance or strengthening; and the number of street lighting columns over 40 years old. The Integrated Transport Programme funding is available for supporting highway enhancements; road safety statistics; public transport patronage; traffic congestion; accessibility; and tackling pollution.
- 4.2 The Council expects to be allocated a total transport settlement of £4,485k for 2017/18 comprising of £1,407k Integrated Transport Block Grant and £3,078k Capital Maintenance Block Grant, although this funding has been devolved to the Combined Authority by Government.
- 4.3 In addition to the £4,485k in 4.2 the Council is expected to continue to allocate additional funding of £1,223k to support the maintenance of the highway network, which has been included in the transport funding allocation detailed in Table 1 below:

Table 1- Proposed Allocation of Funding

2017/18 Programme Categories	£k
LTP Integrated Transport Block	£1,407
Highways Maintenance	£2,761
Street Lighting Maintenance	£500
Bridge Maintenance	£1,040
Total	£5,708

- 4.4 After the programme was presented to the Growth, Environment and Resources Committee in January, the Council received confirmation of additional highway maintenance funding from the DfT. This was £240k from the Pothole Action Fund and £773k from the National Productivity Investment Fund. In particular the latter is new funding for which the A605 Oundle Road improvement scheme (between Lynch Wood and Alwalton) has been selected based on the outcome of a feasibility study. The scheme aims to reduce congestion, improve journey times and improve access to employment and housing. Further, this locally important scheme will help local existing businesses expand.
- 4.5 As well the additional funding stated above, there is the Local Highways Maintenance Incentive Fund which has also been devolved to the Combined Authority which the Council expects to receive. In addition to this, the council has received a £50k grant for Co-operative Intelligent Transport Systems to deliver a project which will implement user centric solutions enabling blind and partially sighted people to access and move around the city centre in a safer and more independent manner. This will be achieved through the use of newly emerging digital technology to provide real time, two-way, journey information directly to visually impaired users.
- 4.6 Under Devolution some of this funding has been devolved to the new Combined Authority but no official decisions have been made on how the Combined Authority intends to allocate this funding for 2017/18. The number of schemes delivered will be adapted as the programme develops in line with this and schemes will be added or deleted as required based on a clear "needs based" prioritisation exercise.

4.7 In the interim, until the Combined Authority approves the funding allocation, the Council will proceed with all of the programmes and spending in advance of and in anticipation of the grant funding coming through. Therefore the initial costs will be funded from corporate resources, pending receipt of the grant.

4.8 Further clarification of proposed works can be found in Appendices 1 – 3.

Appendix 1 – Integrated Transport Programme
Appendix 2 – Highways Maintenance Programme
Appendix 3 – Bridges Maintenance Programme

5. CONSULTATION

5.1 A report was submitted for consideration by the Growth, Environment and Resources Scrutiny Committee on the 16 January 2017. The item was discussed and no recommendations were made to make any changes to the funding allocations detailed in Table 1 or the proposed programmes of works detailed in Appendices 1 – 3.

5.2 Appropriate consultation will be undertaken on individual schemes in the programme as required.

6. ANTICIPATED OUTCOMES

6.1 Delivery of the Transport Programme of Works 2017/18 will contribute to the transportation aims of both the Council and the Government by encouraging/enabling travel by sustainable modes. Further, it will facilitate sustainable growth, improve accessibility to key services, provide safer roads and reduce congestion. Leading to an improved environment and better air quality.

7. REASONS FOR RECOMMENDATIONS & ANY RELEVANT BACKGROUND INFORMATION

7.1 The Peterborough LTTS (2011-2026) and the fourth Peterborough LTP (2016-2021) were developed in consultation with a wide range of key stakeholders. The Council considered a range of transport interventions to best address local problems, meet the growth aspirations of the City and integrate the Government's transport priorities agreed nationally by the Local Government Association and the Department for Transport. The assessment and appraisal of options involved:

- Policy Fit (meets objectives of the strategy)
- Cost Benefit Analysis (value for money)
- Key Performance Indicator Assessment
- Network Improvement Impact Assessment
- Equality Impact Assessment (EIA)
- Strategic Environmental Assessment (SEA)
- Habitats Regulation Assessment (HRA)

In the future there will be a new Local Transport Plan prepared by the Combined Authority.

7.2 On an annual basis the Council receives numerous requests for improvements to the transport network from the general public, Council Members and other stakeholders. These potential schemes are assessed against recognised assessment methodologies and prioritised for consideration in future years programmes. In some areas like highways and street lighting, scheme prioritisation is based on inspection processes, which assess condition and target spending where it is needed most. As budget allocations are finite it is inevitable that some alternative schemes, which broadly meet objectives, will not be included in the proposed programme. These schemes will remain on the Request

Database and be considered for the following year's programme. Other schemes that have been assessed, and which do not meet objectives, would be rejected and not be considered again in the immediate future. The Programme of Works shown in Appendices 1-3 is considered to be the best programme to meet the Council's objectives.

- 7.3 LTP capital funding is awarded in the form of a single capital pot and this financial year is provided as direct capital grant to the Combined Authority. An early mandate for the proposed Transport Programme of Works is essential in order to provide sufficient timeframe for consultation, design and implementation of identified schemes within allocated budgets.

8. ALTERNATIVE OPTIONS CONSIDERED

- 8.1 Not to deliver a programme of works: The £4,485k expected transport settlement is grant funding - non delivery of a transport programme of works would mean that the funding could be lost. Successful delivery of the proposed programme of works will provide significant benefits to the residents of Peterborough and the wider travelling public, resulting in improvements to: condition of roads and pavements; street lighting; public transport; road safety; accessibility and the environment. These benefits will be lost if the programme is not delivered
- 8.2 Agree an alternative scheme/works programme: The schemes put forward have been developed in consultation with a wide range of key stakeholders and assessed to ensure they meet objectives and provide value for money.

9. IMPLICATIONS

- 9.1 The Highways Act 1980 provides that the highway authority for a highway maintainable at the public expense is under a duty to maintain the highway. This requires that the highway has to be maintained so that it is reasonably passable by the ordinary traffic of the area. Failure to identify a timely programme of works could result in a risk that the authority may not meet its legal duty to maintain the highway.
- 9.2 In addition the legal implications of not approving the spend outlined in this document and the appendices may mean that the Council cannot meet its strategic transport and highway priorities for Peterborough following a substantial period of consultation with stakeholders and partners.
- 9.3 The legal and financial implications of approving the Programme of Works 2017/18 are that the highway network can be maintained thereby meeting the statutory duty to maintain the highway, and improvements can be carried out using grant funding from DfT (Department for Transport), thereby meeting the Council's transport objectives.

10. DECLARATIONS / CONFLICTS OF INTEREST & DISPENSATIONS GRANTED

None

11. BACKGROUND DOCUMENTS

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985) and The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012

- Peterborough Local Transport Plan 4 (2016 – 2021)
<http://www.peterborough.gov.uk/ltp>

12. APPENDICES

- Appendix 1 - The 2017/18 Integrated Transport Programme
- Appendix 2 - The 2017/18 Highway Maintenance Programme
- Appendix 3 - The 2017/18 Bridge Maintenance Programme